



Massachusetts Port Authority
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July 28, 2005

Secretary Stephen R. Pritchard
Executive Office of Environmental Affairs
Attn: MEPA Office
100 Cambridge Street, Suite 900
Boston MA 02114

Re: L. G. Hanscom Field Runway 5/23 Safety Area Improvement Project

Dear Secretary Pritchard:

The Massachusetts Port Authority (Massport) is pleased to submit this Environmental Notification Form (ENF) describing proposed improvements to existing Runway Safety Areas at L. G. Hanscom Field. The proposed improvements are in accordance with Federal Aviation Administration (FAA) requirements.

As required by the Massachusetts Environmental Policy Act (MEPA), this submittal includes:

- One original signed ENF; and
- One additional copy of the original signed ENF.

Also enclosed per MEPA requirements are unbound copies of the following:

- One additional copy of the first three pages of the ENF, including project description;
- One original USGS map indicating the project's location;
- One copy of the ENF circulation list;
- One set of the site plans; and
- One copy of the original signed Public Notice of Environmental Review.

The proposed project involves regrading and other improvements to runway safety areas in order to enhance safety at Hanscom Field. The improvements will not affect existing runways, normal runway operations, or capacity in any way. No additional pavement is proposed.

Runway safety areas (RSA) are intended to reduce the risk of damage to aircraft in the event of an undershoot, an overshoot, or an excursion from the runway. An RSA also provides access for fire fighting and rescue equipment during such incidents. The safety areas at both ends of Runway 5/23 do not meet current Federal Aviation Administration (FAA) design standards. The Runway 5 End Safety Area is currently 500 feet wide, 520 feet long on the west edge, and 845 feet long on the east edge; the Runway 23 End Safety Area is currently 300 feet wide and 890 feet long. The FAA design standard for runway end safety areas at Hanscom Field is 500 feet wide by 1,000 feet long.

An analysis of six RSA improvement alternatives was conducted and described in the previously published *Runway 5/23 Safety Area Supplementary Feasibility Analysis*. The recommended improvement alternatives for Runway 5 RSA and Runway 23 RSA were approved by the FAA.

Operating

Boston Logan International Airport • Port of Boston general cargo and passenger terminals • Tobin Memorial Bridge • Hanscom Field • Boston Fish Pier • Commonwealth Pier (site of the World Trade Center Boston) • Worcester Regional Airport

RECYCLED PAPER

Within the Runway 5 End RSA, Massport proposes to retain the size and shape of the existing RSA and to regrade turfed areas which do not meet FAA standards for grades. For the Runway 23 End RSA, Massport proposes to widen the existing RSA from 300 feet to 500 feet, grade the RSA to conform to FAA standards, and relocate portions of the perimeter access road and perimeter security fence to the edge of the RSA. There will be no increase in pavement or impervious area, no change in runway lengths, and no vegetation removal outside of current vegetation management areas.

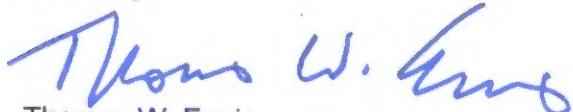
While the project will result in wetland resource impacts at the Runway 23 End, the affected areas are on land previously filled as part of airport construction and are currently actively managed under the Hanscom Field Vegetation Management Plan. To mitigate for project-related impacts to wetlands, a comprehensive wetland compensation plan involving the restoration/creation of wetlands will be implemented.

Massport recommends an extended public comment period for this ENF. We anticipate publication in the August 10, 2005 issue of the *Environmental Monitor*. Accordingly, we suggest the public consultation session be held during the week of September 12, 2005 and propose that this session be held at the Civil Air Terminal, 2nd floor, at L. G. Hanscom Field. We further suggest that the public comment period be extended to Friday, September 23, 2005. This would allow a 44-day public comment period from the anticipated publication date.

Lastly, it is requested that the ENF publication in the *Environmental Monitor* include the attached Public Notice of Environmental Review, the proposed dates for the public consultation session and public review period, and a statement that the ENF will also be on Massport's web site (www.massport.com).

Thank you for your consideration of this proposal. We would be pleased to discuss any aspects of the project with you at your convenience. You may contact me at (617) 568-3546 or via e-mail at tennis@massport.com.

Sincerely,



Thomas W. Ennis
Senior Project Manager
Economic Planning and Development

Attachments

Cc: See attached ENF Circulation List (Appendix B)